

**§ 126.110 Inspection after accident.**

(a) The owner or operator of an OSV shall make the vessel available for inspection by a marine inspector—

(1) Each time an accident occurs, or a defect is discovered that affects—

(i) The safety of the vessel; or  
(ii) The effectiveness or completeness of its lifesaving, fire-fighting, or other equipment; or

(2) Whenever any important repairs or renewals are made.

(b) The inspection is to ensure that—  
(1) The necessary repairs or renewals have been effectively made;

(2) The material and workmanship used to accomplish the repairs or renewals are satisfactory; and

(3) The OSV complies with the regulations in this subchapter.

**§ 126.120 Permit to proceed to another port for repairs.**

(a) The cognizant OCMI may issue a permit to proceed to another port for repair if in the judgment of this OCMI the vessel can complete the trip safely even though the Certificate of Inspection has expired or is about to expire.

(b) A “Permit to Proceed to another Port for Repairs”, Form CG-948, will be issued by the cognizant OCMI to the owner, operator, or master of the OSV and states the conditions under which the vessel may proceed to another port. The Permit will be issued only upon the written application of the owner, operator, or master, and only after the surrender of the vessel’s Certificate of Inspection to the cognizant OCMI.

(c) The Permit will state on its face the conditions under which it is issued and whether the OSV may carry cargo, goods, supplies, equipment, or offshore workers.

(d) The Permit must be readily available aboard the OSV.

**§ 126.130 Cranes.**

(a) Except as provided by paragraph (b) of this section, cranes, if installed, must comply with §§ 107.258 through 107.260, 108.601, 109.437, 109.439, 109.521, 109.525, and 109.527 of this chapter.

(b) The manufacturer of a crane may have tests and inspections conducted in compliance with § 107.259 of this chapter, if the surveyor conducting them for the American Bureau of Shipping or

the International Cargo Gear Bureau certifies their conduct as required by § 107.259(c) of this chapter.

**§ 126.140 Drydocking.**

(a) Unless one or more extensions are authorized by the Commandant (G-MOC), each OSV must be placed in drydock or hauled out for examination twice each 5 years with no interval between examinations exceeding 3 years.

(b) The owner or operator shall notify the cognizant OCMI whenever the OSV is drydocked for any reason. This OCMI, upon notification, will determine whether to assign a marine inspector to examine the underwater hull of the vessel.

(c) The internal structural members of an OSV must be examined at the same intervals required for drydocking by paragraph (a) of this section.

(d) At each drydocking required by paragraph (a) of this section, for an OSV of 100 or more gross tons, a tailshaft survey must be conducted as required by § 61.20-15 of this chapter.

(e) At each drydocking required by paragraph (a) of this section, for an OSV of less than 100 gross tons, the propeller or tailshaft must be drawn for examination if the cognizant OCMI deems drawing it necessary.

**§ 126.150 Repairs and alterations.**

(a) Except in an emergency, no repairs or alterations to the hull or machinery, or to equipment that affects the safety of the OSV, may be made without notice to the cognizant OCMI in the inspection zone where the repairs or alterations are to be made. When the repairs or alterations have been made, notice must be given to this OCMI as soon as practicable.

(b) When emergency repairs or alterations have been made as permitted under paragraph (a) of this section, the master, owner, or operator must notify this OCMI as soon as practicable after the emergency.

(c) Except as provided by paragraphs (b) and (e) of this section, drawings of repairs or alterations must be approved, before work starts, by the cognizant OCMI or, when necessary, by the Commanding Officer, Marine Safety Center (CO, MSC). Drawings will not be